

**Increasing by .25% the Sales and Use Tax Dedicated to Transportation
Still Means More Money for Education and Health & Human Resources**

**General Fund Support for Transportation Comes from Growth in Revenues -
has no impact on existing General Fund expenditures.**

All revenues from increasing transportation's share of the existing sales and use tax from 0.5% to 0.75% comes from projected revenues as the table below demonstrates. In fact, the additional sales tax commitment to transportation in Fiscal Years 2015 through 2018 equates to less than 10% of the annual growth.

Fiscal Year	2014	2015	2016	2017	2018
Total GF Revenues Net of \$49.0M for Transportation	\$17,037.1	\$17,865.7	\$18,519.9	\$19,250.7	\$19,943.3
\$ Change from Previous Year		\$828.6	\$654.2	\$730.8	\$692.6
Total GF Support for Transportation	\$49.0	\$101.7	\$158.4	\$219.2	\$283.2
\$ Change from Previous Year		\$52.7	\$56.7	\$60.8	\$64.0
% of Change for Transportation		6.4%	8.7%	8.3%	9.2%

**Nothing in the General Fund Budget Must Be Reduced to Support Transportation
(Governor's Proposal)**

Based on the Official Projections of General Fund Revenues and Transfers, increasing transportation's share of the existing sales and use tax still means substantial additional funding for other core areas of government. In fact, the amount of new money available, even after the increased commitment to transportation, grows annually.

	2015	2016	2017	2018
Official GF Revenue Estimate ^a	\$18,290.8	\$18,954.6	\$19,685.4	\$20,386.9
Support for Transportation (0.5% to 0.75%)	\$101.7	\$158.4	\$219.2	\$283.2
Net General Fund Revenue	\$18,189.1	\$18,796.2	\$19,466.2	\$20,103.7
General Fund Spending FY2014 ^b	\$17,882.0	\$17,882.0	\$17,882.0	\$17,882.0
Balance Remaining (New Money)	\$307.1	\$914.2	\$1,584.2	\$2,221.7

a. Official estimate released December 17, 2012. Includes revenue and transfers.

b. Recommended general fund operating expense and capital outlay appropriations for FY2014 as contained in introduced budget bill (HB1500/SB800), 2013 General Assembly Session.

In other words, increasing transportation's share of the existing sales and use tax **does not take money from other critical areas of government such as public education, public safety, and welfare.**